

RENO'S RACKET.

One of the Slickest Dead Beats Extant.

How He Managed to Fool the Police and People.

C. E. Reno is little, but he is awful loud, at least when he gets behind the bars. He struck Sedalia two or three days since and proceeded to make the acquaintance of the interior of the saloons in rapid style. In appearance Reno is small, stoop-shouldered with the wickedest face and meanest eyes ever possessed by mortal man, and a black-dyed moustache adds to his fierceness. Apparently he had but one arm when he struck Sedalia, and the blood curdling stories of dare devil heroism that cost him his good right arm, as he poured them in to the ears of those who would listen to him, were calculated to stir the sympathetic hearts of

THE OLD G. A. R.'S

until they would give him a pittance, but if he met a former wearer of the gray, the story was the same, only he changed banners and belonged with them. Yesterday he was run in, but managed to get off on account of his one arm.

Last night he showed up at the depot and tried to gull the passengers but he was a spotted man; the stars that looked down from Heaven were so moved by his pathetic story they forgot to guard him. In fact, the stars both of his microscope and of the city's blue coated guardians were for once, at least,

DEAD AGAINST HIM.

He seemed to realize this, and boarding the first section of the east bound train he tried to skip, but the conductor turned the cold shoulder on him and bounced him at the Washington avenue crossing. But whatever his vices, Reno possesses one virtue, perseverance. Returning to the depot he boarded the second section as it was almost ready to start, but Officer Meyers had

HIS EYE ON HIM

Entered the car he demanded: "Where are you going?"

"East," replied Reno.

"Have you a ticket?"

"No."

"Well, you had better get off and get one."

"I guess I know my own business. I've got money to pay the conductor, Sir."

Meyers was bluffed but not to be trifled with. He went to the conductor and

Hooten and said, "There is a fellow in there trying to best you. Demand his fare and if he don't whack up step your train and I will take care of him."

The train was already moving. It reached Washington avenue, then stopped and Meyers got off

WITH HIS MAN

and brought him to the jug. Gossage and some of the other boys were there for the midnight change of watch. Reno was searched.

"Take off his coat," said Gossage, "I want to see the bump of that right arm."

RENO DEMURRED

but that made the boys determined and after a tussle the coat came off, showing a good sound right arm. The boys laughed, but Reno cursed and raved. "Put it all down," said Gossage, "drunk, vag and trespass." Reno, who had been locked up heard him. Then he wanted to lick the whole outfit if they would let him out. He could do it in less than a minute. He had killed lots of better men.

HE WAS A MASON,

an Odd Fellow, a K. of P., K. of L., G. A. R., and belonged to all the good orders, and would make them suffer. The boys laughed and went off, leaving him raving, but as he had the whole calaboose to himself, he was doing no harm. He will have a nice time pulling wool over the eyes of his good G. A. R. brother, Recorder Snyder, this morning.

Collided.

Engines 809 and 815 drawing trains No. 35 and 28 came together at Independence yesterday. 35 had switched for 28 but her brakes failing to hold she ran out on the east end of the switch in front of the approaching train. Nobody was hurt and no serious damage was done however.

Under the Wheels.

Samuel Arbuckle, a section hand from Lehigh, I. T., was brought in to the hospital last night with both legs crushed. While pulling a pin he was knocked from the cars, one of which ran over him.

"WATER BUGS, ROACHES."

"Rough on Rats" clears them out, also Beetles, Ants, Insects, Rats and Mice, 15 and 25c. boxes.

Special Meeting of Shareholders

Notice is hereby given that a special meeting of the shareholders of the Sedalia Street Railway company will be held at the office of the company, in room No. 33, at Secher's hotel, in the city of Sedalia, Missouri, on Monday, June 22nd, 1885, at nine o'clock a. m., and to continue till twelve m., to consider and to determine by their votes whether they will approve a proposition to issue and authorize the issuing of bonds of the said company, amounting to ten thousand dollars, in twenty bonds, for five hundred dollars each, payable ten years after their date with semi-annual interest coupons at the rate of seven per cent., to be secured by a first mortgage or trust deed on the street railways and all other property, rights and franchises of the said Sedalia Street Railway company.

By order of the board of directors, April 16th, 1885.

Jos. D. SIECHER, president.
LOUIS DEUTSCH, } Board
C. NEWKIRK, } of
F. H. GUENTHER, } Directors.

Attest:
CHAR. S. CONRAD, secretary. [4-21w9t]

Blocher's Seed Store,
The place to get your seeds, No. 115, East Main street. Timothy, clover and fancy clean blue grass, the best ever brought to the city.

Landreth's celebrated garden seeds. I purchase these seeds direct from the extensive seed farms of Messrs. Landreth, and they are pre-eminently the best. Use Landreth's seeds and a good vegetable garden is assured. Come and see me, I will treat you well.
M. J. BLOCHER.
2-31w3m

CRIMES AND CASUALTIES.

Hotel Fire.

Shoebog, Wis., June 11.—The Park hotel, together with a large portion of its contents, was destroyed by fire this morning. Loss \$25,000; insurance \$8,000.

Suicided.

Chicago, Ill., June 11.—Frank Iglehart, who in November 1882, was connected with one of the most sensational cases that ever occurred in St. Louis attempted suicide yesterday afternoon by jumping off the pier near suburban town Lakeview. He was rescued by some fishermen and taken to the county hospital where it was found he was on the verge of an attack of the delirium tremens.

Killed by Indians.

San Francisco, Cal., June 11.—A Palletin's Tombstone, a special says: This morning John Slaughter and J. J. Patton, who arrived today from Swallow, report the Apaches killed four soldiers belonging to Capt. Lowden's command Thursday last in Guadalupe Canyon. A Mexican named Oshaw was killed last night by another band of Apaches, six miles south of Bistee in Whetstone mountain.

Whisky Sellers Arrested.

Topeka, Kan., June 11.—L. Blockman was arrested today charged with eight illegal sales of liquor or beer. He gave \$4,000 bonds for his appearance from day to day. The liquor found on the premises were seized and stored. Blockman claims that the stock belonged to other parties who had stored it there and said that he would fight the suit. Peter Dimple was also arrested for violating the prohibition law and placed under \$2,000 bonds.

A Bold Burglar.

Detroit, Mich., June 11.—At 2 o'clock this morning the house of Judge Henry B. Brown of the United States circuit court, was burglarized. The judge and wife awakened to find a masked burglar with a revolver and dark lantern beside the bed, who, by threats, kept them quiet while he secured money and valuables, in all amounting to \$700 or \$800. While the burglar was going through the dressing case the judge secured his revolver and fired, the shot being returned, but neither shot took effect. The robber ran down stairs, pursued by the judge, both firing but the burglar escaped through a window and as far as known being uninjured.

A Wife Murderer.

Winfield, Kan., June 11.—The coroner's jury on the body of Mrs. Julia Ann White, who was so foully murdered in bed here Monday night, returned a verdict last night that her skull was smashed in by a flat iron in the hand of Rob. White, her husband. The object is yet a mystery. He stood over his wife's corpse at the funeral and made an eloquent prayer and address declaring his innocence. The talk of lynching him has subsided. Public opinion is greatly divided. He was arrested, waived a preliminary hearing and is in jail to await the district court in September.

A Stage Accident.

Chicago, June 11.—Toward the close of the last act of "Nanon" at the exposition building last night, a crash occurred and cries and suppressed groans were distinctly heard by the audience, and for a few moments the performance came to a stand still. Behind the scenes leaning on the lap of one of her companions lay the chorus girl, "Pole," moaning and in great pain. Another was being carried insensible to the dressing room, while a third, likewise moaning and evidently suffering great agony, was being supported by two of her friends. At the back of the stage a platform had been erected on trestles composed of thin dry planks, evidently unfit to carry the weight of twenty-five to forty people, who had been crowded upon it. Mr. Kluge, of the Thalia Opera company, makes the statement that only two ladies were injured, and neither seriously. He admits the platform was not built as strongly as it should have been, and says it was due to the hurry of the preparations that the accident occurred. The temporary stage erected by Mr. Hamilton here and there, have been some questions by the city authorities as to whether they would allow the structure to remain, owing to its apparently dangerous character.

Killed and Wounded.

Paris, June 11.—At Thiers town in the department the Puy-de-Dome murder trial has been in progress for several days. Yesterday, the last day of the trial, the court house was crowded with men and women anxious to witness the closing scenes. When the people were leaving immediately after the adjournment of court and were jammed upon a stone staircase leading to the street the lofty staircase fell. The scene that followed was appalling. Immense masses of masonry from above crashed down on the struggling people below, grinding through their flesh and bones and maiming and mutilating them in a horrible manner. The fall of the staircase and the shrieks of the people lying helpless in the ruins caused a panic in the court room and there was a rush for the wrecked exit. Those who were in front were unable to withstand the pressure from behind and were hurled down upon the men and women crushed in the fall of the stair case and whom the people in the street were already striving to rescue. When at length the panic had exhausted itself and the immense stone steps of the fallen stairs had been removed twenty persons were taken from the ruins dead. The injured numbered not less than sixty and many of these will die of injuries. A later dispatch says in addition to the persons killed fully one hundred persons were injured. Many of the injured are women and their wounds are of a serious character.

LATER.

A still later dispatch from Thiers makes the court house calamity far more disastrous in its consequences than early dispatches indicated. The dead already numbered 24. The total number of wounded is now placed at 143. Of these fourteen are very seriously injured and some of them will die.

SPRINGFIELD'S SAY.

What the Southern Extension Committee did.

In order that Sedalians may know just how the Springfield committee are acting in regard to the southern extension, the following statement from the Springfield Herald is reproduced. It may be news to Sedalians to hear that the committee claim to have visited Sedalia.

"Messrs. Frank Heffernan, J. S. Ambrose and Col. Fellows who were sent by the citizens of Springfield to Chicago to consult with the board of trade to secure their influence and co-operation in reference to securing the extension of the Chicago & Alton to Springfield, have returned. Mr. Heffernan was met last evening by a Herald reporter and asked to give some account of his stewardship for the benefit of our readers.

"We have very little to say at present which would be of any particular interest to the public. By next week we will be prepared to give our readers in detail a full account of what we have accomplished. We left Springfield and went first to Sedalia, thence we went to Tipton where we held a consultation with Judge Coe and Mr. Peys, a prominent banker and representative citizen. Thence we went to Columbia. From there we went to Centuria, where an enthusiastic business meeting was held. We found all along the cities of the proposed route the greatest interest and even excitement. At Chicago we had discussions with executive committees of the Lumbermen, live stock and merchants' exchanges, and the board of trade. They all take the liveliest interest in the enterprise and propose to thoroughly investigate its feasibility. We found all these gentlemen desirous of procuring the extension to Springfield first, and then to Galveston, Texas, so as to provide a more direct communication with Mexico. There is little fear but that our purpose will be ultimately accomplished. We have grounds for feeling the greatest encouragement. We will by next Wednesday be in a condition to give you further particulars. Of course, such a gigantic undertaking cannot be set on foot in an hour."

The Jefferson City Tribune extracts the following from the Springfield Leader and comments on it as given below:

"The railroad committee—Messrs. Fellows, Ambrose and Heffernan—returned this morning. They are not prepared to make a formal report, but express satisfaction with their trip. They proceeded to Sedalia, thence to Tipton, Booneville, Columbia and Chicago. Along the route they were greeted with manifestations of approval. In Chicago they consulted with a number of representative men and business organizations, and were anxious to assist in the project of bringing Springfield and Chicago into more direct communication. They met the officers of the C. & A., but Mr. Blackstone, the chief of the road, was on the eve of departing for Europe, and could give them very little attention, but the other officers assured them that at the proper time they would thoroughly investigate the feasibility of extending their road to Springfield. They were unable to meet any of the general officers of the C. B. & Q., all of whom were absent from the city. A meeting will be called in a few days, to which the committee will report."

It is not surprising that the committee met with little success and encouragement. The Chicago & Alton, at present, does not desire a road to Springfield, a trunk line from Chicago to the Gulf is what is wanted, and it is what the C. & A. is striving for now, and what will build. Their chief engineer, Col. DuBois, is at present engaged on a survey of the line from Rolla to this city. If Springfield wants connection with Chicago, the way to secure it is to agitate the extension of the Jefferson City, Lebanon & St. Louis road and connect it at the capital with the Chicago & Memphis.

OUR NEIGHBORS.

HANNIBAL.

—Mr. and Mrs. J. J. Cruikshank sr., left Monday for Hot Springs.

—Major Petri, civil engineer, began laying out the track to the site of the new freight depot Monday.

—River men predict that the June rise will not be a serious matter this year, and that the river will commence falling early this week.

—Henry Mueller, Johnny Colestock and Frank Dennis, all young lads, are missing since Sunday night. Young Mueller was employed at Charles Holmes' cigar store, where he left his watch, saying he "was going out to have some fun." They were seen at the depot about 8:30 p. m., and are supposed to have gone west to hunt the festive Indian.

—As the steamer Gam City came up Sunday morning a float was sighted in the river two miles below the city. The fact was reported to Coroner Neidermeyer, who sent Thos. Cooper and Frank Addison for it. They towed the body up to the city. It was badly decomposed, having the appearance of having been in the water some months. The body was that of a man with sandy whiskers and apparently of Irish nationality.

SPRINGFIELD.

—Mrs. H. E. Havens has returned to the city, where she will spend the summer months.

—An addition to the Central hotel, on the north side, will soon be begun. It will be three stories high.

—Following are the directors of the newly organized Springfield and Southwest Fair association: E. T. Robertson, B. U. Massey, O. M. Headley, Levi Smith, H. F. Denton, F. E. Hedley, C. H. Root and B. G. Hellman. Dr. E. T. Robertson was elected president and H. F. Denton vice-president. The remaining officers will be selected at a meeting to be held Monday night. The intention is to hold a fair this fall.

—The fire department of this city is making grand preparations for the Fourth of July celebration. They will don their handsome uniforms and freize their apparatus with flowers. They will exert themselves in every way to make the celebration one long to be remembered. They have extended invitations to all the fire companies of Southwest and Southeast Missouri, Southern Kansas and Northern

Arkansas. Besides the attractions of other companies they will extend an invitation to Cay Sexton, the celebrated fire chief of St. Louis, and they have every assurance that he will respond willingly to the invitation.

RAILROAD JOTS.

—W. T. DeRamer, the popular M., K. & T. baggage man, is on the sick list.

—The Sunday schools of Parsons will indulge in an excursion over the Gulf road and a picnic at Fort Scott Wednesday.

—Mrs. Berry, of Linn, Mo., has obtained judgement against the H. & St. Jo. in the sum of \$5,000. The case will probably be appealed.

—A new time card takes effect on the St. L., K. & N. W., Sunday June 14th. Several changes of importance in the running of passenger trains will take place.

—The engineer of the stationary engine at the Pacific shops Parsons had a small amount of money taken from his pants, which were under his pillow, Sunday night.

—The Railroad Gazette reports 95 miles of new railroad constructed last week, making 546 miles thus far for the current year, against 913 in 1884, 1,593 in 1883 and 3,203 in 1882.

—Mr. James Laughlin, formerly train master of the West end, from Moberly to Kansas City, has just been promoted to train master over the entire division from St. Louis to Kansas City.

—Several cars left the rails while being run up the trestle incline at the zinc smelters Sunday at Rich Hill. No serious damage was done, but considerable time was required to put things to rights again.

—It is said the Missouri Pacific contemplates the building of a branch line from some point on the M., K. & T. Division, by the way of Stockton, to Bolivar, Mo. This line, if built, will tap some new coal fields and the best agricultural country in the southwestern part of the state.

—In spite of the various conditions which seemed to promise a very full crop of wheat in Missouri and Kansas, the large number of railroad men just come from Denver through that wheat belt unite in saying their observations show there will not be more than 40 per cent. of a full crop. The corn, though not as early as in other years, looks healthy and is growing strongly.

—A brakeman named Murray on Pacific train 136, round about, met his death at McAllister, Indian Territory, on Monday, in the following manner: At that station there is a considerable grade, and the engines are in the habit of cutting loose from their trains, in order to run down to the tank to take water, after which the train is let down to them and coupled. Murray was on the tank to let down the water spout when the train came down. The brakes were either not set or failed to hold, and the train came in contact with the engine with such force as to knock him from the tender and under the wheels of the cars, which passed over him, cutting his body in two and killing him instantly.

—Mr. W. P. Bosenkamp, Eastern Passenger agent of the Michigan Central railroad of Buffalo, who had a frightful experience in the Newell house fire at Milwaukee some years ago, has an idea worth circulating. "I've a notion," he is reported to have said, "that the public schools should include railroad geography in the list of text-books, and instead of teaching a child a lot of stuff about inland creeks that he will never see he should be taught the location, directions and connections of our railroads. When the boy grows up he will not be running to this one and that one to find out where he wants to go; will not be compelled to worry his brain over railroad maps, nor bore the life out of the hotel clerks. Having learned it in his youth he knows just all about it, and it will save him many mistakes and the needless expenditure of money dollars. If railroads have replaced rivers so far as travel is concerned, and a good railroad geography is needed."

Bismarck a Failure.

Post Dispatch.

Bismarck is now celebrating the fiftieth anniversary of his entry into public life. Judged by the number of his wife's relations for whom he has found offices, he is a failure.

Too Much "Wild West."

The body of the man who did the shooting in the Union depot at Fort Worth, last week, was found the next day in a water tank, about 100 yards south of the depot. The coroner's inquest developed the following facts:

The man's name was C. H. Swing. He was a mechanic, and was on his way from Pennsylvania to Temple to join his brother there. He was delayed here by the washouts. His mind was filled with stories of Texas terrorism. He fell into a doze, and was aroused by the hand of a confidence man in the pocket. He leaped from his seat, drew his six shooter and fired several shots, wounding two men, and one ball passed through his left lung. After emptying his revolver he dropped the weapon and made for the door, doubtless thinking that the desperadoes were after him. He ran up the road and leaped the fence into the tank, evidently unaware of the danger.

The doctors says the wound in his breast would have proved fatal. Swinks has on his person \$5 and a silver watch. His brother, H. H. Swing, is a prominent citizen of Temple and a large land owner in Tarrant county. He arrived to-night from Temple took charge of the remains.

The story of terrorism as related above is the only cause assignable for the mysterious tripple tragedy.—Denison Gazette.

"ROUGH ON ITCH." "Rough on Itch" cures humors, eruptions, ringworm, tetter, salt rheum, itched feet, chilblains.

SMALL FARMS.

The Folly of Attempting to Raise Grain on Them.

There are thousands of small farms scattered through all sections of the country, but more particularly in the Eastern and Northern States, upon which the ambitious owners are trying to imitate the policy of the great grain growers of the West. The owners of these small farms have a mistaken idea as to what their small acres are best fitted to produce in order to give them full and profitable employment.

A large share of these small farms are located in timber countries, where the soil is frequently of a light sandy character. Such farms are not adapted to grain raising. Stumps usually go together on these soils, and where they are found labor-saving implements can not be used to advantage. Even if the land were smooth, the small area cultivated would preclude the use of high-priced machinery on the score of economy.

The owners of these farms do not seem to take into consideration the fact that there are millions of acres of rich Western lands producing grain at less than half the cost per bushel that they can produce it for, and with better facilities for marketing it.

Sulky plows, seeders, reapers and binders, are, by reason of their high prices, and for the reasons given above, out of the reach of the small farmer. Not so with the great grain raisers of the West, however. Any machine that lessens hand labor materially is cheap to them at almost any price. This fact alone would preclude all possibility of successful competition. And when we consider the superior adaptability of these Western lands for grain raising purposes we can easily understand how unprofitable any competition with them will prove to the small farmer on a comparatively light soil.

Why then will our small farmers persist in following a policy that is so ruinous to their interests? Probably with this as with most other questions many conditions are involved. If we were to closely investigate the causes in the present, prominent among them would be found the following, no doubt:

First. The tendency of a class to follow in old established ways. Their fathers and grandfathers before them have raised grain all their lives, and they seem to think that they are not farming unless they do the same. They forget that the condition of things fifty years ago was entirely different from what they are at present. Facilities for marketing and exchanging products fifty years ago were very limited indeed. In those days it behooved every farmer to raise, as far as possible, all those articles that were needed for his own home consumption. But today the case is entirely different. The facilities for transportation are so unique and so comparatively cheap that it is no longer imperatively necessary for the farmer to produce those things that are not naturally adapted to the capacity of his soil. It will not pay for him to try to raise his own bread when wheat can be put down at his very door for less than it would cost for him to produce it, any more than it would pay him to go on carding, spinning and weaving his own wool when he can buy the manufactured cloth at half the cost of the labor that he would have to put into its construction, if he insisted on following old hand methods.

Another reason why farmers continue on in the old ways of farming is, I think, because they lack that knowledge and skill which the finer branches of husbandry demand. This is not so much a lack of ability as it is a lack of inclination, or of concert in that particular line. It does not require any very great amount of skill to plow, sow and harvest grain, year after year, especially where no heed is taken of the ultimate wants of the soil, as is too often the case in great grain raising districts. Yet farmers are prone to turn up their noses at any other kind of farming. Fruit raising and gardening are poohed and sneered at by such men as being away below their notice. Many of our small farmers try to take on the same airs, and could not think of descending from their agricultural dignity enough to engage in any such small one-horse business as I have mentioned, even if it did offer double the returns from an acre, thus giving full and profitable employment upon a few acres.

Small farms demand small farming. This might mean dairying in a small way, fruit growing, gardening, or anything that yields large returns from small areas, giving profitable employment to the available labor at great a part of the year as possible.—W. D. Boynton, in Western Plowman.

Luxury Fatal to Life.

Luxury and leisure are more fatal to human life than downright hard work, whether of muscle or of brain. Steady labor of the body hardens the muscles, invigorates the nerves, and gives the deep rhythmic movement of health to the breathing. Steady labor of the mind purifies, invigorates and feeds both mind and brain. Lack of bodily labor results in bodily atrophy and wasting; lack of toil of the brain means the gradual death of the mind. Overwork sometimes kills; complete cessation of activity always kills. There are twenty men who are in danger of mental or spiritual deterioration through unemployed leisure for every one man who is in the same danger through overwork. You need more rest, do you? and every day you feel as if you would need still longer rest? See to it that it is not inactivity that is weakening you, rather than overwork; see to it that your faculties are not dying because they have too little rather than too much to do.—S. S. Times.

TURKEYS.

Eternal Vigilance the Price of Raising a Flock.

To begin with, restrain your desire to count your young turkeys and let them alone for the first twenty-four hours after they get into this "cold and unfeeling" world. At the expiration of that time they will be quite strong and decidedly hungry; remove them to a clean, airy, roomy coop, and give them their first meal—only it mustn't be meal at all—but boiled eggs, stale wheat-bread crumbs just moistened with milk or water, "Dutch" cheese, or a mixture of all these. For the first two weeks feed entirely with the eggs, bread, curds, cooked rice, and cooked oatmeal. About the third week commence feeding cooked corn-meal; and from that on they may be given any cooked food that would be suitable for chickens of the same age. Season all food slightly with salt and pepper, and twice a week add a level tablespoonful of bone meal to a pint of feed. Never feed any sour food or sloppy food of any kind, except sour milk, and never feed any uncooked food of any kind until after they have thrown out the red on their heads. Feed often, five or six times a day, until they are three months old; then, if insects are numerous, you may gradually reduce the number of meals per day to three, or even two. After they are three months old, they may be given wheat, cracked corn, etc., but no whole corn until they are some five months old. Keep the coops dry and clean, and have turkeys out of the dew and rains until they are fully feathered, and have thrown out the red. Dampness and filth will kill young turkeys as surely as a dose of poison. For the first few days confine the poult to the limits of the coop and safety run; then, if all appear strong and well, give the mother hen and her brood liberty on pleasant days after the dew is off. If they get caught out in a shower, get them to shelter as soon as possible; and if any are chilled take them to the house and thoroughly dry and warm them. See that the little turkeys come home every night. A hen mother will come home at night-fall, but the turkey mother must for the first few nights be hunted up and driven home. After they are three months old turkeys are quite hardy, and may be allowed to range at all times. If turkeys that are well cared for, and have always seemed all right, show signs of drooping when about six weeks or two months old, give Douglas mixture in the drink or food, and add a little cooked meat to the food once a day.—Prairie Farmer.

FLATTERING THE QUEEN.

Couriers of St. James and Their Opinion of the Good Queen Victoria.

The Count de Montgelas, an Austrian secretary of legation, who was for a long time in high fashion in England, and a good deal behind the scenes, gives a rather unflattering picture of Queen Victoria, who is now at Darmstadt among her German relatives. There is, however, much truth in it. With the exception of the Duke of Richmond, who is a blunt, plain-mannered man, there is not one among the statesmen of the day who would venture to express his real opinions to her.

Lord Beaconsfield, by his adroitness, his patient courtiership, unbounded and extravagant adulation, had overcome the prejudices with which Prince Albert, who detested him, inoculated her, and had won her entire heart and confidence. For the Gladstones, both husband and wife, especially the latter, who is a very able woman, she has an undisguised aversion, and though, as a matter of form, they sometimes dine and sleep at Windsor, their relations are strained and chilly.

She is extremely selfish and the lot of her maids of honor is a very hard one. The demands on their endurance and patience are continuous. The Marchioness of Ely, a delightful woman, full of the tenderest sensibility and sympathy, is often put to the pain of telling some lady of the Court that her presence is disagreeable and she must go. Within the last two years two ladies-in-waiting, whom Victoria received with open arms, were suddenly dismissed without other cause than that she wearied of them.

When the unfortunate Beatrice, whose life has been a dreary monotony of attendance, announced to her betrothal, which took place several years ago, to the Prince of Battenberg, a storm of passion broke out which it took some time to appease. She is very fond of the military, and if the war comes off she will be quickly back to present colors and see the parting regiments off. She detests, as did Prince Albert, the Russians, although her son married a Russian princess, the sister of the present Czar.—N. Y. World.

India Rubber.

The export of India rubber from Brazil has increased very rapidly. From Para and Manaus, the chief ports in the Amazon Valley, the export during the five years from 1839 to 1844 was 2,520,000 pounds, of the value of \$770,000. In the five years, 1854-1858, it had increased to 21,500,000 pounds and \$200,000 respectively; and in the five years, 1874-1879, to 66,000,000 pounds, worth £4,400,000. In 1883 the quantity exported was about 22,400,000 pounds, valued at \$23,000,000. A heavy export duty is collected on this article, the imperial duty being nine per cent., on the value, and in addition a tax of twelve per cent. is imposed by the province of Amazonas and thirteen per cent. by that of Para—together twenty-two per cent. on all that is exported from the latter and twenty-one per cent. on exports from the former.—N. Y. Post.